

## SAILING DIRECTIONS CORRECTIONS

**PUB 191**                      **8 Ed 1996**                      **LAST NM 44/00**

Page 24—Lines 45 to 57/L; read:

Langstone Point and Straight Point, about 3 miles NE. The town fronts the shore on the E side of the entrance to the River Exe. It is approached through a narrow channel, which is fronted by a bar with a least depth of 0.3m. Numerous drying shoals and sand banks obstruct the entrance. The channel, which is subject to frequent change, is buoyed and lies close to the N shore.

The harbor is only used by small craft and is closed to commercial shipping. Prior to closure, vessels up to 3,200 dwt, 88m in length, and 5.1m draft could be handled at HWS.

The river leads to the entrance of the Exeter Canal, 3 miles above the town. The canal is 5 miles long and is entered through a lock. It can be used by small craft up to 350 tons, 37m in length, 7.9m beam, 11m vertical clearance, and 3m draft.

Holy Trinity Church, with a tower and flagstaff, and Catholic Church, with a green spire, stand in the W part of the town and are prominent.

**Caution.**—Dawlish Rock, with a least depth of 2.1m, lies about 0.5 mile E of the town of Dawlish, 0.8 mile SSW of Langstone Point. A submarine pipeline extends from the shore in the vicinity of this rock.

(BA NP 27) 45/00

Page 24—Lines 1 to 18/R; strike out.

(NIMA) 45/00

Page 74—Lines 43 to 54/L; read:

its W side. A number of white quarries lie on its E side. Fort du Roule stands on the summit of the cliff, about 1.5 miles S of the entrance to Petite Rade.

Prominent water towers stand about 0.5 mile SW and 1 mile SE of Fort du Roule. A conspicuous television mast is situated about 2.5 miles ESE of Fort du Roule. This mast is reported to be usually the first landmark sighted on the skyline when approaching from N.

Cherbourg Approach CH1 lighted buoy is moored about 3.3 miles NNW of the head of Digue de Querqueville.

Fort de Querqueville stands near the root of Digue de Querqueville and Fort de Chavagnac stands close within the head of this breakwater, on the W side of the harbor.

Fort de l'Ouest, marked by a light, stands at the W end of Digue Centrale. Fort Central, marked by a light, stands at the center of this breakwater and Fort de l'Est, marked by a light, is situated at the E end.

Fort de l'Île Pelee, marked by a light, stands at the NW end of Digue de l'Est. Île Pelee, a drying flat of bare rock, extends about 0.5 mile NE from this breakwater. It is marked by two beacon towers and bordered by a shallow bank.

Fort du Homet stands near the root of Digue du Homet and Fort des Flamands stands near the root of Jetee des Flamands.

The town and harbor are reported to be radar prominent.

(See Directions)

## Pilotage

Pilotage is compulsory for all vessels over 50m in length and for all commercial vessels carrying dangerous cargo or not fitted with VHF. The pilotage area lies within a 5 mile radius of Fort de l'Ouest.

Vessels should send an ETA and a request for pilotage 48 hours and 4 hours in advance, stating the last port of call and draft. Vessels should then contact Vigie de Homet (Homet Coast Guard) 1 hour before arrival on VHF channel 16.

Pilots board in the South Waiting Area, about 2.5 miles N of Fort de l'Ouest.

A Vessel Traffic Service (VTS) reporting system has been established in the approaches to Cherbourg and is compulsory for vessels over 1,600 grt carrying hydrocarbons or dangerous cargo.

Such vessels must report to the Centre Operations de Marine (COM), Cherbourg giving an ETA at least 24 hours prior to arrival at the CH1 lighted buoy and sending a confirmation 6 hours before arrival. They must also maintain VHF contact with the VTS Center until berthed.

Before entering French territorial waters, such vessels must report any damage to their propulsion equipment to Vigie du Homet (Homet Coast Guard) at Cherbourg. (See Regulations).

**Deep-sea pilots.**—Vessels should send a request for deep-sea pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name, draft, destination, pilot boarding position, and ETA.

Vessels should then confirm their ETA, as follows:

1. By telex to Pilotage Hauturier Cherbourg 24 hours prior to arrival.

2. On VHF channel 13 to Jobourg Traffic (VTS Casquets TSS) 4 hours prior to arrival.

3. On VHF channel 16 to Vigie de Homet (Homet Coast Guard) 2 hours prior to arrival.

Vessels should maintain a continuous listening watch on VHF channel 16 after giving the last confirmation. All amendments to ETA of more than 2 hours should be reported at least 6 hours before arrival.

Pilots may be provided by launch or helicopter.

Vessels must embark deep-sea pilots from launches in the North Waiting Area, about 3.5 miles N of Fort de l'Ouest.

Vessels carrying hydrocarbons or dangerous cargo must embark deep-sea pilots from launches in a position 7 miles N of Fort de l'Ouest, and, in all cases, not less than 7 miles off the coast.

Vessels embarking pilots by helicopter must send a request for pilotage 48 hours in advance to Cherbourg (Pilotage Hauturier Cherbourg) through a French coastal radio station. The message should include name; nature of service (deep-sea pilot to board by helicopter); ETA at pilot boarding position; confirmation that VHF equipment is in working order; and confirmation that full landing, restricted, or winching area is available.

Vessels should confirm their ETA to Pilot Hauturier Cherbourg 24 hours prior to arrival and to Jobourg Traffic, 4 hours prior to arrival, on VHF channel 16 4.

Jobourg Traffic (VTS Casquets TSS) will confirm the pilot transfer authorization for embarkation or disembarkation.

When Jobourg Traffic announces the take-off of the helicopter, vessels should transmit a locked key homing signal on 410 kHz. The helicopter pilot will establish contact on VHF channel 16 or 11 in order to receive relative wind details.

Pilots board by helicopter in the following positions:

- a. 13 miles N of Cap de la Hague (pilots boarding E-bound vessels).
- b. 10 miles N of Cap Levi (pilots boarding E-bound vessels).
- c. 5 miles N of Cap Levi (pilots boarding E-bound vessels except those carrying hydrocarbons or dangerous cargo).
- d. 32 miles N of Cap Levi (pilots disembarking from W-bound vessels).

## Regulations

The North Waiting Area (anchorage) is reserved for vessels, except those carrying hydrocarbons or dangerous cargo, which have requested a deep-sea pilot for passage in the English Channel.

The South Waiting Area (anchorage) is reserved for vessels waiting to embark a pilot for entry into Cherbourg.

The following regulations apply to vessels carrying hydrocarbons or dangerous cargo bound for Cherbourg:

1. Vessels must approach and leave the port within the sector 325° and 037° from Fort de l'Ouest to reach the South Waiting Area.
2. Vessels must have a pilot embarked when S of the South Waiting Area.
3. Vessels must use Passe de l'Ouest (Mandatory Access Channel).
4. Vessels reporting any defects in their propulsion equipment, steering machinery, anchoring gear, or radar must remain outside 7 miles from the French coast unless expressly exempted by the Administrator of Marine Affairs, Cherbourg.

Speed limits of 14 knots within Grande Rade and 8 knots within Petite Rade are in force.

Naval vessels have priority in selecting anchorage berths.

Entry into Port Militaire, without authorization, is prohibited by all vessels and boats.

Vessels and boats, other than French government craft, are prohibited from stopping or anchoring within 100m of naval vessels moored in the roadstead.

## Signals

Vigie du Homet (Homet Coast Guard) broadcasts priority vessels movements and traffic restrictions on VHF channel 16.

When international signals are shown from the Homet Coast Guard station prohibiting entry or departure by Passe de l'Ouest, vessels should keep a listening watch on VHF channel 12.

## Anchorage

The only areas outside the breakwater in which vessels are permitted to anchor are the two Waiting Areas. The North Waiting Area lies centered about 3.5 miles N of Fort de l'Ouest. It has depths of 47 to 51m and may best be seen on the chart. The South Waiting Area lies centered about 2.5 miles N of Fort de l'Ouest. It has depths of 25 to 45m and may best be seen on the chart. (See Pilotage and Regulations.)

The principal anchorage in Grande Rade for large vessels has depths of 10 to 12m. The berth lies about 0.5 mile SE of Fort de l'Ouest and is indicated by ranges, which may best be seen on the chart. Small vessels may anchor farther E in depths of 5 to 8m, sand and mud.

Anchorage is prohibited within areas, which may best be seen on the chart, lying close S of the breakwaters, in the approaches to the entrances, in both Passe de l'Ouest and Passe de l'Est, and in the turning area of Petite Rade.

## Directions

Large vessels approaching from E should stay N of a line extending 060° from the CH1 lighted buoy (49°43'N., 1°42'W.) until E of the meridian of Cape Levi (49°42'N., 1°28'W.).

Cherbourg Approach Channel leads within the sector between 325° and 037° from Fort de l'Ouest (49°41'N., 1°39'W.) to the Waiting Areas. (See Regulations.)

A recommended route, formed by a 1,000m wide zone, leads in a S direction from the W side of the Waiting Areas. Its central axis, course 177°, is indicated on the chart.

An entrance channel leads SE from the S end of the recommended route through the E part of Passe de l'Ouest. The fairway, which is marked by lighted ranges and a directional light, may best be seen on the chart.

A channel, marked by a range (a building, 41m high, and a water tower) and a directional sector light, leads S through Passe de l'Est and may best be seen on the chart. It is reported that this directional light is difficult to identify against the background lighting. (See Aspect).

## Caution

High speed craft may be encountered in the approaches to the port.

An area, within which diving is prohibited, lies centered 2.3 miles N of the CH1 lighted buoy. It has a radius of 0.5 mile and may best be seen on the chart.

Explosives dumping ground areas, with a radius of 0.1 mile, lie centered 1.2 miles NNE of Fort de l'Ouest and 0.4 mile S of Fort Central on Digue Centrale. They may best be seen on the chart.

Prohibited Areas, which may best be seen on the chart, lie along the N side of Digue de Homet, along the S side of Digue de Querqueville, along the S side of Digue de l'Est, along the SE part of Digue Centrale, and in the vicinity of Fort de Querqueville.

(Fr SD C 2.1; Fairplay; BA NP 27; BA NP 286) 45/00

Page 74—Lines 1 to 54/R; strike out.

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Page 75—Lines 1 to 55/L; strike out.

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Page 75—Lines 1 to 29/R; strike out.

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